T. Parker Host

Your Host on the Water

James River Partnership XIX Vessel Traffic Update

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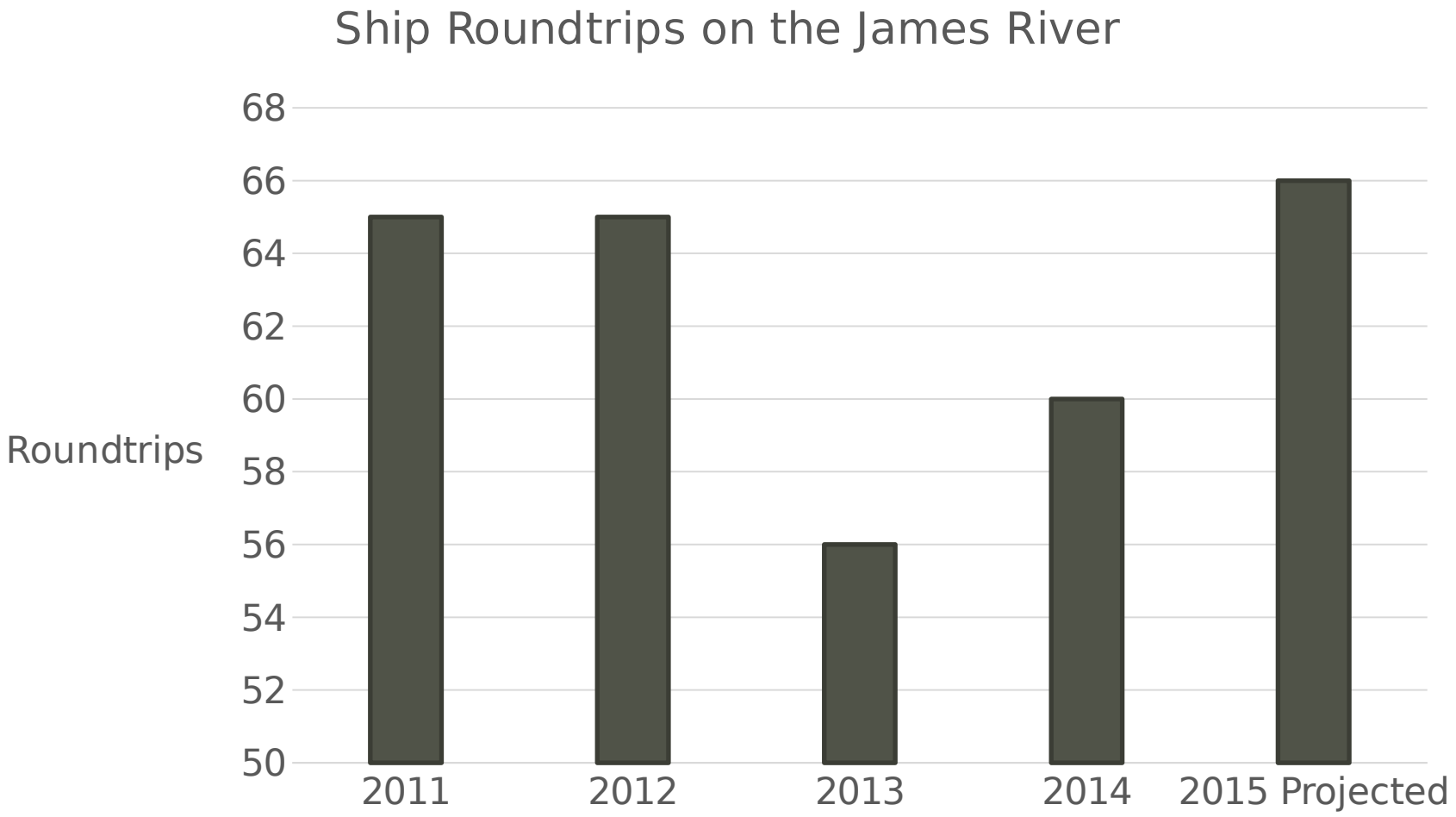
Commercial Users of the James

Ship Roundtrips on the James River

Pier	Cargo	2011	2012	2013	2014	2015 Projected
Honeywell	Ammonium Sulphate	48	53	44	47	50
Regional Enterprises	Caustic Soda	7	3	2	5	7
Regional Enterprises	#6 Oil/Fuel Blend	0	0	1	1	0
Dupont	Limestone	10	9	7	7	8
Upper Terminal Richmond	Cruise	0	0	2	0	1
TOTAL		**65**	**65**	**56**	**60**	**66**

Note: Does not include the Ready Reserve Fleet, Fort Eustis, Pleasure Boats

Ship Roundtrips on the James River



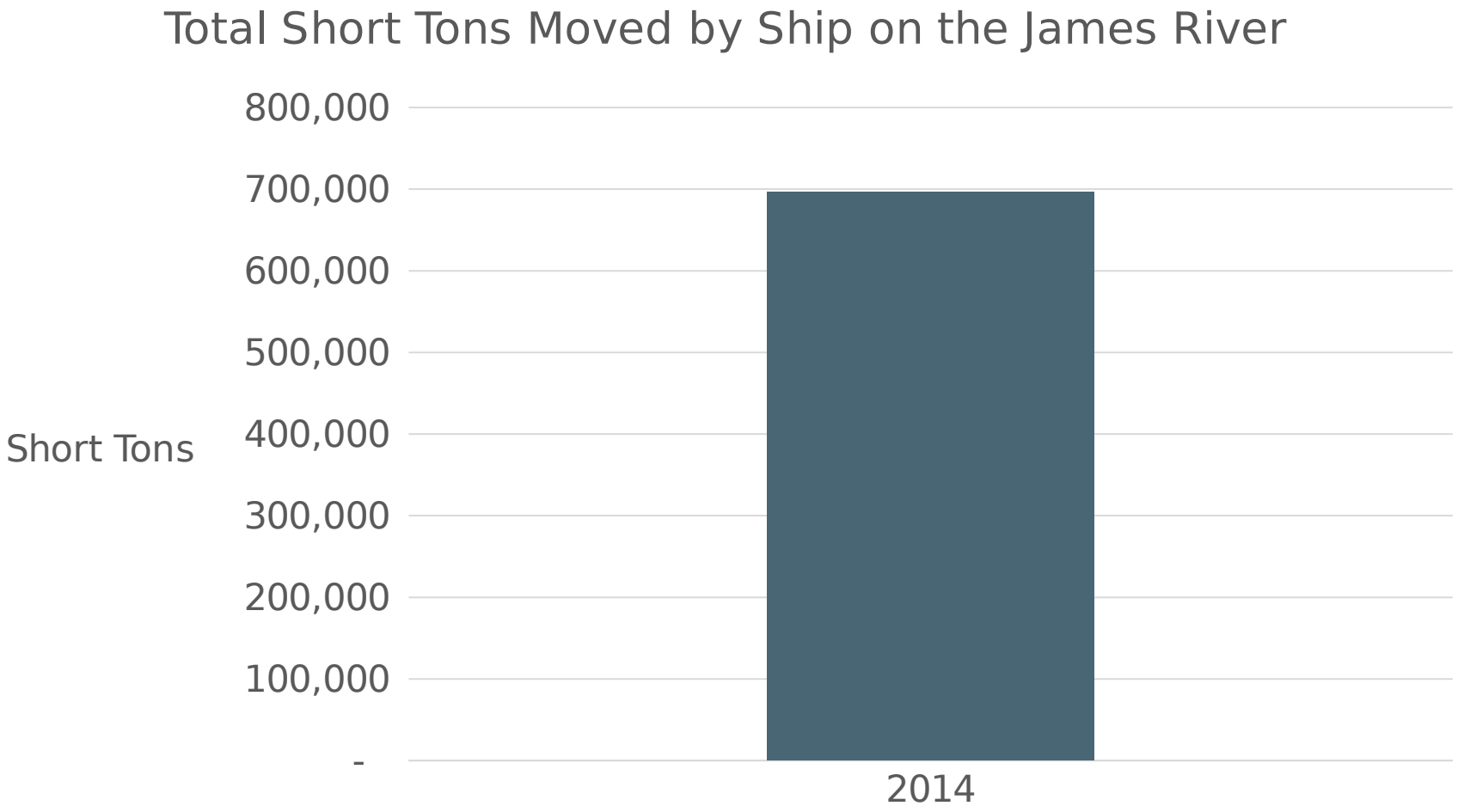
Note: Does not include the Ready Reserve Fleet, Fort Eustis, Pleasure Boats

Cargo Moved by Ship

Pier	Cargo	2014 – Short Tons
Honeywell	Ammonium Sulphate	620,594
Regional Enterprises	Caustic Soda	23,372
Regional Enterprises	#6 Oil/Fuel Blend	4,375
Dupont	Limestone	48,226
TOTAL SHORT TONS		**696,567**

Note: Does not include the Ready Reserve Fleet, Fort Eustis, Pleasure Boats

Cargo Moved by Ship



Note: Does not include the Ready Reserve Fleet, Fort Eustis, Pleasure Boats

Barge Roundtrips on the James River

Pier	Cargo	2011	2012	2013	2014	2015 Projected
Honeywell	Phenol	62	62	63	67	60
Honeywell	Ammonium Sulphate	48	59	70	63	65
Regional Enterprises	Caustic Soda	0	0	0	8	10
Regional Enterprises	#2 Oil	14	2	1	1	0
Regional Enterprises	Asphalt	22	7	6	5	5
Regional Enterprises	Asphalt Flux	0	0	0	1	3
Vulcan	Aggregates	550	500	500	500	500

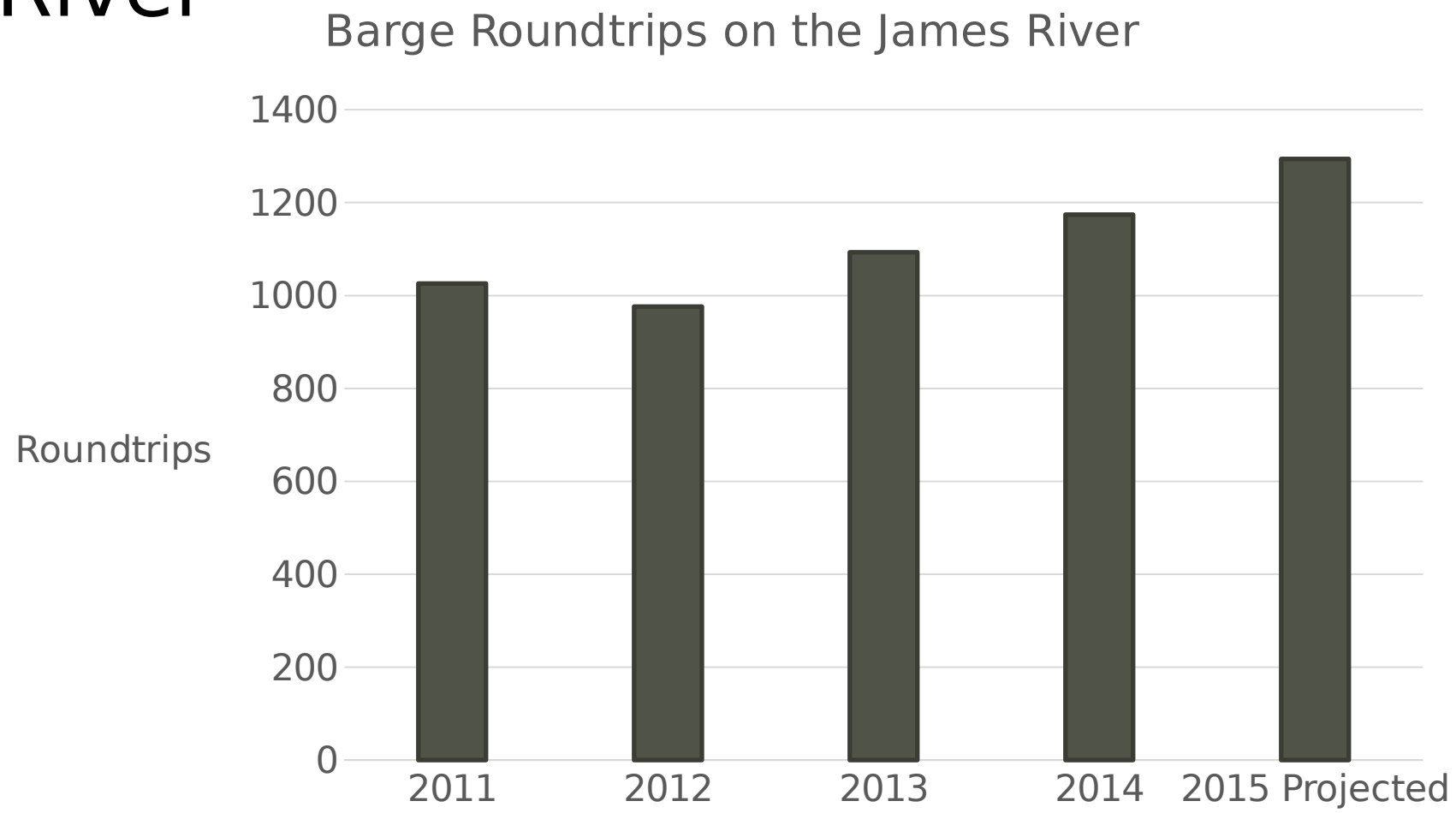
Note: Does not include dredges and tugboats

Barge Roundtrips on the James River

Pier - Continued	Cargo	2011	2012	2013	2014	2015 Projected
Dupont	Gypsum	0	0	0	2	6
Shirley	Misc./Aggregates	23	7	9	0	25
Shirley	Dredge Spoils	37	45	45	13	43
Dominion	Limestone	24	19	25	32	35
Dominion	Gypsum	35	30	38	56	65
Kinder Morgan (2 Terminals)	#2 Oil/#6 Oil	50	48	65	106	120
Port of Richmond	Grain	0	0	15	20	20
James River Barge Line	Containers	77	89	106	142	170
Luck Stone	Aggregates	84	108	150	158	167
TOTAL		**1,026**	**976**	**1,093**	**1,174**	**1,294**

Note: Does not include dredges and tugboats

Barge Roundtrips on the James River



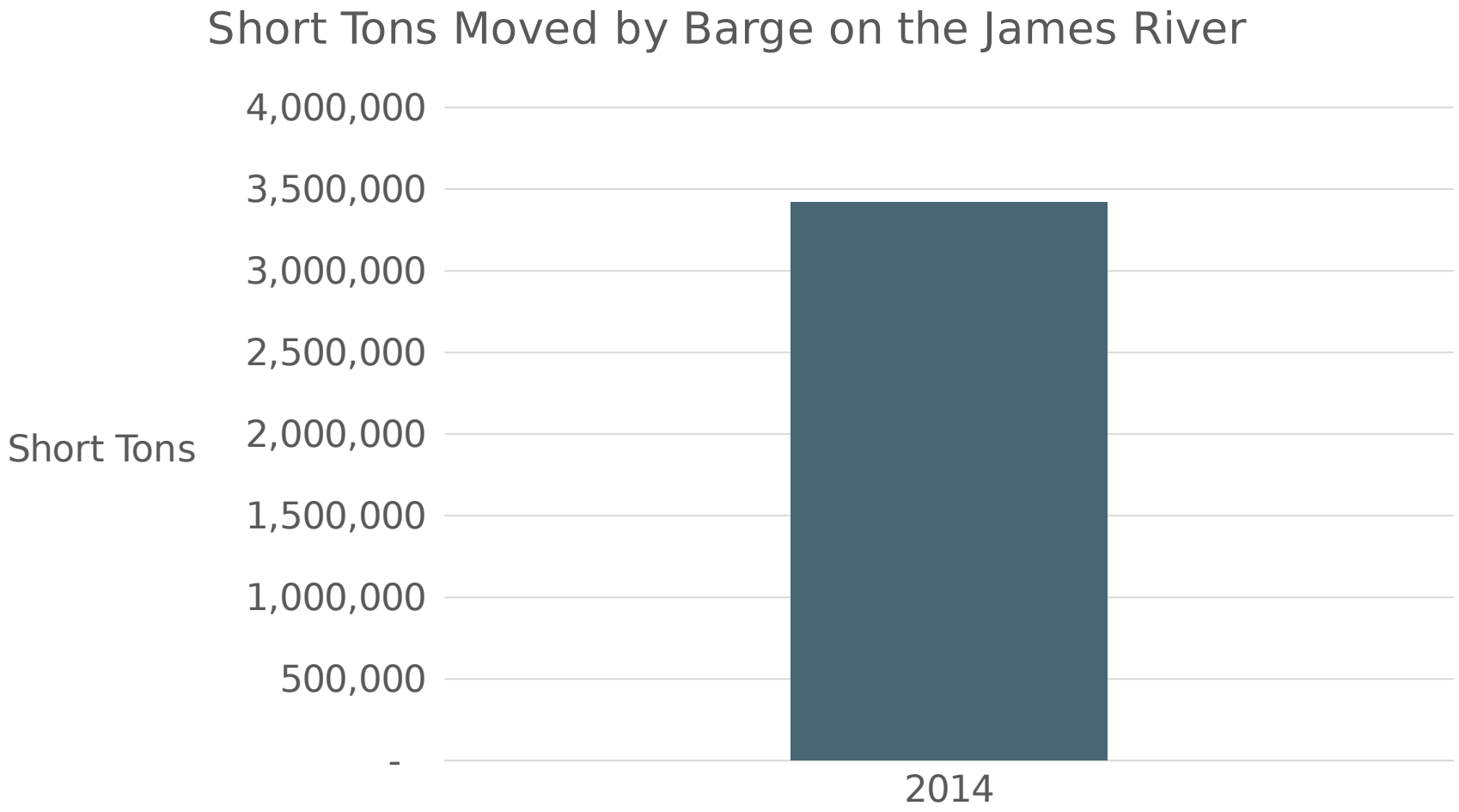
Note: Does not include dredges and tugboats

Cargo Moved by Barge

Pier	Cargo	2014 – Short Tons
Honeywell	Phenol	314,337
Honeywell	Ammonium Sulphate	228,035
Regional Enterprises	Caustic Soda	5,743
Regional Enterprises	#2 Oil	4,300
Regional Enterprises	Asphalt	25,800
Regional Enterprises	Asphalt Flux	4,300
Vulcan	Aggregates	992,080
Dupont	Gypsum	8,000
Shirley	Misc./Aggregates	-
Shirley	Dredge Spoils	29,464
Dominion	Limestone	103,211
Dominion	Gypsum	180,605
Kinder Morgan (2 Terminals)	#2 Oil	513,847
Port of Richmond	Grain	32,771
James River Barge Line	Containers	230,666
Luck Stone	Aggregates	755,083
TOTAL SHORT TONS		**3,420,242**

Note: Does not include dredges and tugboats

Cargo Moved by Barge



Note: Does not include dredges and tugboats

Total Trips and 2014 Short Tons

Roundtrips	2011	2012	2013	2014	2015 Projected	2014 Short Tons
TOTAL Containers	77	89	106	142	170	230,666
TOTAL Dry Bulk	811	771	833	835	919	2,990,069
TOTAL Liquid Bulk	203	181	208	257	270	896,074
TOTAL Misc.	0	0	2	0	1	-
TOTAL	**1091**	**1041**	**1149**	**1234**	**1360**	**4,116,809**

Note: Does not include dredges, tugboats, Ready Reserve Fleet, Fort Eustis, Pleasure Boats

Current Situation

- Unrestricted navigation on the James River is critical to the movements of inbound and outbound cargoes being competitive to other options such as truck and rail.
- Major Virginia companies have set up their base operations basis the ability to move their product by ship and barge on the James.
- The James River is unique to other waterways in Hampton Roads.
- The nature of the River requires annual maintenance dredging of locations such as Dancing Point, Swans Point, Jordan Point, Windmill Point, Tribell Shoals, and Richmond Deepwater Terminal.
- All this has to be done during the 6 month environmental window.
- The long term wish list is a wider and deeper river to attract new business.
- However, in order to keep present users whole, annual funding to meet the current and future maintenance dredging needs is a must to restore the James to unrestricted navigation.

Conclusion

We all need to work together as a cohesive team to support the Army Corps of Engineers in order to meet the navigational needs of vessels on the James River, thereby increasing commercial benefits.